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# **JOURNEY TO WORK AND JOURNEY TO SCHOOL**

**AUGUST 1974**

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JOURNEY TO WORK AND JOURNEY TO SCHOOL  
AUGUST 1974

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## EXPLANATORY NOTES

### Introduction

In August 1974 a survey, based on the quarterly population survey, was conducted throughout Australia in order to obtain information about the means by which persons travelled to work and students travelled to a school, university or other educational institution, the time at which they usually left home, the time they usually spent on the journey and the cost of fares and parking fees (if any) incurred. A preliminary statement containing a summary of the survey results was published on 4 July 1975 (Reference No. 17.4). This bulletin provides estimates in greater detail. The results of a similar survey conducted in May 1970 were published in *Journey to Work and Journey to School, May 1970* (Reference No. 17.5).

### The population survey

2. The survey is based on a multi-stage area sample of private dwellings (about 30,000 houses, flats, etc.) and non-private dwellings (hotels, motels, etc.) and covers about two-thirds of one per cent of the population of Australia. The information is obtained from the occupants of selected dwellings by carefully chosen and specially trained interviewers, the interviews being carried out during a four-week period.

### Scope

3. The estimates relate to all persons aged 5 years and over, except members of the permanent armed forces, certain diplomatic personnel customarily excluded from census and estimated populations, and persons who were patients in hospitals and sanatoria or inmates of gaols, reformatories, etc. and for whom, for the purposes of the survey, the institution was regarded as their dwelling. The journey to work questions were not asked of persons who were not at work during the survey week. The journey to school questions were asked of all persons in the age group 5 to 14 years as well as persons aged 15 years and over whose main activity during the survey week was reported as attendance at a school, university, etc.

### Definitions

4. The category to which a person was assigned depended on his actual activity during a specified week. Definitions are as follows:

5. **Persons who worked** comprise all those who, during the survey week,

- (a) did any work for pay, profit, commission or payment in kind, in a job or business, or on a farm (including employees, employers and self-employed persons), or

- (b) worked fifteen hours or more without pay in a family business (or farm), with the exception of those who reported that their major activity in the survey week was attendance at a school, university, or other educational institution.

6. **Students who travelled to school, university, etc.** comprise all persons aged 5 to 14 years who usually travelled to school, and persons aged 15 years and over who usually travelled to school, university or other educational institution and whose major activity during the survey week was reported as attendance at a school, university, etc. Excluded are boarders at schools, etc., persons taking correspondence courses and persons who were not attending an educational institution.

7. **Full-time workers** are those who usually work 35 hours a week or more and others who, although usually part-time workers, worked 35 hours or more during the survey week. **Part-time workers** are those who usually work less than 35 hours a week and who did so during the survey week. When recording hours of work fractions of an hour are disregarded.

8. **Mode of travel.** Where two or more modes were used the principal mode was taken as that which was used for the greatest distance. Details of the second mode were also obtained. The category "other", shown for example in Table 6 includes, amongst other things, travel by taxi or as a pillion passenger on a motor cycle. Public transport refers to transport by train, bus, tram or ferry. Persons were asked about the mode they used to travel to work for most days of the survey week. Persons whose mode of travel to work during the survey week was affected by the industrial dispute at the beginning of August involving members of the Transport Workers Union in all States were asked about their usual mode of travel to work.

9. **Duration of journey** refers to the time taken by a person to travel from the door of his place of residence to the entrance of his place of work, school, etc.

10. **Fares** include fares for travelling on public transport or in taxis *to and from work* during the survey week. Imposts such as booking fees and additional charges for baggage are included but surcharges and fines for not buying tickets are not.

11. **Parking fees** are those fees paid during the survey week. Any amount paid for bridge and/or road tolls while travelling *to and from work* are also included. Parking fines are not included.

12. **State capital cities.** Estimates for State capital cities relate to persons residing within the boundaries of the relevant Statistical Divisions. Explanatory notes on

the delimitation of urban boundaries and maps showing the boundaries of the capital city Statistical Divisions were published in Census of Population and Housing, June 1971 — Census Bulletin No. 6.

#### **Estimates for State capital cities and areas excluding capital cities**

13. It is not feasible to include estimates showing the absolute levels for separate State capital cities and areas excluding capital cities. However, there are considerable differences between the travelling arrangements of persons living in the capital cities and those in other areas, and in order to provide a measure of these differences the proportions obtained from the sample have been included in relevant tables. These figures are shown in Tables 8, 9 and 10 for journey to work and Tables 19, 20 and 22 for journey to school, university, etc.

#### **Discontinuity in estimates**

14. Estimates for August 1974 are based on benchmarks derived from results of the 1971 Census of Population and Housing; those for May 1970 were based on benchmarks derived from the 1966 Census. If the

May 1970 estimates were based on 1971 census benchmarks the estimated number of persons who worked, shown in Table 1, would be reduced by approximately 19,000 and the estimated number of persons who travelled to school, university, etc., shown in Table 17 would be reduced by approximately 9,000.

15. In May 1970, trainee teachers (enrolled at government teachers colleges and in some cases enrolled also at other institutions) were classified as in the labour force and consequently data on their travel arrangements were included in the tables dealing with travel to work. In August 1974 they were classified as not in the labour force and where relevant, the data on their travel arrangements have been included in the tables dealing with travel to school, university, etc. (Tables 17 to 22). The number of trainee teachers in May 1970 was approximately 21,000.

#### **Symbols and other usages**

16. Any discrepancies between totals and sums of components in the tables are due to rounding.

\* Estimates not published because they are subject to sampling variability too high for most practical purposes. See paragraph 5 of Technical Note, page 28.

n.e.i. — not elsewhere included.

TABLE 1. — ALL PERSONS WHO WORKED (a) : DURATION OF JOURNEY TO WORK AND HOURS WORKED (b), AUSTRALIA, AUGUST 1974  
(’000)

Duration of journey to work (minutes)	Full-time workers (b) (hours worked)						Part-time workers (b) (hours worked)				Total full- time and part-time workers
	1-34	35-39	40	41-48	49 and over	Total	1-15	16-29	30-34	Total	
1-4	4.0	16.2	62.1	23.5	30.3	136.0	14.0	9.1	5.2	28.3	164.4
5-9	28.9	73.0	303.8	90.1	97.0	592.9	48.0	42.8	19.8	110.6	703.5
10-14	36.7	86.1	335.0	102.5	95.1	655.4	44.3	43.5	15.6	103.4	758.8
15-19	37.2	91.6	284.4	94.3	85.6	593.2	32.3	33.7	14.6	80.6	673.7
20-24	37.1	83.5	236.5	74.0	79.1	510.3	23.0	25.2	10.3	58.6	568.9
25-29	11.2	34.0	83.6	28.0	21.1	177.9	6.9	7.1	*	16.7	194.6
30-44	59.3	140.4	385.2	101.2	95.1	781.3	27.2	33.4	14.6	75.2	856.5
45-59	21.2	77.3	146.4	35.8	32.1	312.9	9.4	10.1	5.7	25.2	338.1
60-74	12.3	53.4	109.5	27.5	22.4	225.1	8.8	8.8	*	21.3	246.4
75-89	4.3	15.6	22.6	6.3	*	52.4	*	*	*	*	54.9
90 and over	5.6	15.4	31.5	6.5	6.3	65.3	*	*	*	4.3	69.6
Time varied	*	*	13.2	5.0	8.2	31.1	*	*	*	6.5	37.6
All persons who travelled to work	258.8	690.4	2,013.9	594.8	575.8	4,133.6	220.2	218.5	94.6	533.2	4,666.9
Worked at home (c)	25.9	30.6	137.5	73.9	290.0	557.9	54.1	40.0	11.3	105.3	663.2
<b>Total</b>	<b>284.7</b>	<b>721.0</b>	<b>2,151.4</b>	<b>668.7</b>	<b>865.8</b>	<b>4,691.5</b>	<b>274.2</b>	<b>258.5</b>	<b>105.9</b>	<b>638.6</b>	<b>5,330.1</b>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) For definition see page 2, paragraph 7. (c) Includes persons such as farmers, persons whose residence was at the same address or attached to their place of business, and self-employed persons (e.g. T.V. repairers) who operated a business from their home, etc.

\* See technical note page 28, paragraph 5.

TABLE 2. - ALL PERSONS WHO WORKED (a) : OCCUPATION AND DURATION OF JOURNEY TO WORK, AUSTRALIA, AUGUST 1974  
(<sup>000</sup>)

Occupation	Duration of journey to work (minutes)										75 and over	Worked at home (b)	Total (d)
	1-4	5-9	10-14	15-19	20-24	25-29	30-44	45-59	60-74				
Males													
Professional, technical	9.5	41.9	42.4	47.0	42.1	17.8	70.4	33.5	24.6	12.1	28.7	371.7	
Administrative, executive	15.0	44.3	36.0	35.9	32.6	12.5	53.1	24.9	17.7	*	31.6	311.3	
Clerical	7.8	28.9	29.6	36.1	34.8	15.7	66.1	31.2	26.4	17.9	*	297.4	
Sales	7.9	34.3	24.4	24.6	20.6	7.7	39.2	13.8	7.5	*	28.5	218.2	
Farmers, fishermen etc.	4.7	17.8	24.1	16.7	13.9	*	15.1	4.4	4.3	*	230.8	338.5	
Transport, communication	10.4	36.8	38.8	35.8	28.5	9.6	35.1	9.8	8.8	5.2	41.7	263.3	
Tradesmen, etc. (c)	41.1	206.4	261.6	219.2	193.9	64.2	281.6	91.3	71.6	35.2	86.8	1,563.2	
Service, sport, recreation	8.5	25.4	24.9	23.3	18.9	6.7	25.2	11.7	5.4	*	13.4	168.7	
Total	104.8	435.7	481.8	438.5	385.4	136.9	585.8	220.5	166.4	82.5	463.5	3,532.4	
Females													
Professional, technical	10.7	34.3	37.2	36.5	28.4	7.7	40.2	13.7	10.5	*	31.0	255.0	
Administrative, executive	*	4.8	6.2	*	4.0	*	4.5	*	*	*	7.3	37.4	
Clerical	13.5	74.8	81.8	73.3	65.9	23.2	111.2	59.7	38.6	25.3	48.1	617.2	
Sales	9.5	44.1	42.3	34.6	23.4	7.7	29.5	10.5	7.1	*	24.1	237.1	
Farmers, fishermen etc.	*	*	*	*	*	*	*	*	*	*	41.0	51.5	
Transport, communication	*	6.1	4.9	4.7	5.5	*	6.3	*	*	*	4.2	43.3	
Tradesmen, etc. (c)	7.5	35.5	44.2	38.4	31.8	10.4	44.1	18.2	11.4	*	12.7	258.2	
Service, sport, recreation	12.5	65.8	57.8	42.4	24.0	6.3	33.6	9.6	9.1	4.2	31.2	297.9	
Total	59.5	267.8	277.0	235.2	183.5	57.7	270.6	117.6	80.0	41.9	199.7	1,797.7	
Persons													
Professional, technical	20.2	76.2	79.5	83.5	70.5	25.4	110.6	47.2	35.1	15.6	59.7	626.7	
Administrative executive	18.1	49.2	42.2	39.4	36.7	13.7	57.6	26.7	18.2	4.5	38.8	348.7	
Clerical	21.3	103.6	111.4	109.4	100.7	38.9	177.3	90.9	65.0	43.1	50.0	914.6	
Sales	17.4	78.4	66.6	59.2	44.0	15.4	68.7	24.3	14.6	4.7	52.6	455.4	
Farmers, fishermen etc.	5.3	20.0	26.7	18.5	14.3	*	16.4	4.9	5.2	*	271.9	390.1	
Transport, communication	12.6	43.0	43.8	40.4	34.0	10.8	41.3	13.4	10.8	7.3	45.9	306.6	
Tradesmen, etc. (c)	48.6	241.9	305.8	257.6	225.7	74.7	325.7	109.4	83.0	39.0	99.5	1,821.4	
Service, sport, recreation	21.0	91.2	82.7	65.8	43.0	13.0	58.8	21.3	14.5	7.6	44.6	466.6	
Total	164.4	703.5	758.8	673.7	568.9	194.6	856.5	338.1	246.4	124.5	663.2	5,330.1	

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) See footnote (c), Table 1. (c) Includes production-process workers and labourers n.e.i. (d) Includes 37,600 persons whose duration of journey to work was varied.

\* See technical note page 28, paragraph 5.

TABLE 3. — ALL PERSONS WHO WORKED (a) : OCCUPATION AND DURATION OF JOURNEY TO WORK, AUGUST 1974  
(<sup>'000</sup>)

Occupation	Duration of journey to work (minutes)									Worked at home (b)	Total (c)
	1-4	5-9	10-14	15-19	20-24	25-29	30-44	45-59	60 and over		
New South Wales											
Professional, technical	4.9	26.2	27.9	26.9	24.5	8.1	41.0	19.9	28.8	19.8	229.8
Administrative, executive	6.8	18.5	16.4	12.6	13.5	5.9	24.2	14.1	14.7	13.6	142.8
Clerical	8.4	31.7	41.1	34.1	31.9	9.4	68.1	41.1	63.1	19.6	350.8
Sales	6.7	29.7	23.1	21.8	11.2	4.2	26.7	8.6	10.1	15.7	165.7
Farmers, fishermen etc.	*	5.3	7.4	5.5	4.3	*	6.6	*	*	76.5	114.5
Transport, communication	*	12.1	15.6	15.7	14.5	*	16.1	5.8	10.3	13.9	112.6
Tradesmen etc. (d)	16.6	72.0	104.1	86.9	83.2	24.4	132.5	45.8	62.2	29.4	663.5
Service , sport, recreation	7.4	29.1	26.9	22.5	13.9	6.1	18.1	10.7	11.6	11.0	158.9
Total	55.6	224.7	262.5	226.0	197.0	61.4	333.3	148.7	204.6	199.5	1,938.6
Victoria											
Professional, technical	7.7	17.3	20.2	20.6	19.4	8.3	37.6	18.4	16.9	15.3	182.5
Administrative, executive	4.4	12.4	8.5	12.0	11.0	*	19.1	9.6	5.6	10.7	97.2
Clerical	4.9	30.2	25.0	27.8	28.4	9.6	51.8	29.6	29.8	10.1	247.5
Sales	*	15.9	15.5	14.4	14.0	*	18.1	8.6	6.2	16.6	117.0
Farmers, fishermen etc.	*	4.6	7.6	*	*	*	*	*	*	67.4	94.8
Transport, communication	*	9.0	9.6	10.2	7.3	*	13.5	4.3	4.5	12.2	77.0
Tradesmen etc. (d)	10.7	73.0	85.3	72.8	65.8	22.2	100.5	36.0	37.4	26.4	532.2
Service , sport, recreation	4.9	20.5	18.0	16.7	12.6	*	17.0	5.3	7.7	10.4	115.6
Total	41.2	182.9	189.7	178.1	161.7	53.2	260.9	112.7	109.1	169.0	1,463.9
Queensland											
Professional, technical	*	10.4	7.8	9.9	8.7	*	10.6	5.0		8.4	65.2
Administrative, executive	3.5	8.0	4.9	5.6	4.3	*	6.4	*		6.6	43.6
Clerical	3.5	15.5	13.5	15.6	12.2	4.8	16.7	17.0		8.1	107.3
Sales	*	13.3	12.1	9.9	5.7	*	8.7	3.9		8.2	67.6
Farmers, fishermen etc.	*	5.3	4.4	3.6	3.1	*	*	*		51.6	73.0
Transport, communication	3.7	9.9	6.8	5.8	6.5	*	4.2	4.3		8.9	52.5
Tradesmen etc. (d)	9.6	35.3	37.3	34.6	28.4	9.4	33.9	25.0		19.8	234.0
Service , sport, recreation	3.9	17.0	13.5	9.5	5.8	*	8.4	3.6		9.2	73.6
Total	30.7	114.7	100.4	94.5	74.7	23.9	91.2	62.7		120.7	716.7

For footnotes, see end of table.



TABLE 3. — ALL PERSONS WHO WORKED (a) : OCCUPATION AND DURATION OF JOURNEY TO WORK, AUGUST 1974 — *continued*  
(<sup>000</sup>)

Occupation	Duration of journey to work (minutes)							Worked at home (b)	Total (c)
	1-9	10-14	15-19	20-24	25-29	30-44	45 and over		
South Australia									
Professional, technical	9.8	8.8	9.0	6.4	2.7	9.5	4.3	6.7	57.4
Administrative, executive	5.3	3.0	3.0	2.9	*	2.9	*	2.8	23.2
Clerical	12.9	10.9	10.8	11.5	5.6	18.7	8.8	4.2	83.5
Sales	8.3	6.2	3.9	4.9	2.8	7.1	2.7	5.8	41.7
Farmers, fishermen etc.	*	*	2.9	*	*	*	*	27.6	39.2
Transport, communication	5.8	4.4	3.4	2.9	*	3.4	*	5.7	28.2
Tradesmen etc. (d)	32.0	35.2	28.9	23.1	8.4	28.4	11.8	12.0	179.9
Service , sport, recreation	10.1	9.2	6.5	5.2	*	7.1	*	3.0	44.1
Total	86.4	80.2	68.6	57.8	24.3	78.4	33.3	67.9	497.2
Western Australia									
Professional, technical	9.1	7.9	8.6	6.0	*	6.8	3.4	4.8	48.8
Administrative, executive	3.6	5.3	2.8	3.3	*	3.8	*	2.9	23.8
Clerical	10.7	9.9	10.6	8.2	4.9	14.3	8.2	5.1	72.0
Sales	10.0	5.7	5.8	5.6	*	5.2	2.0	3.1	39.4
Farmers, fishermen etc.	2.9	3.5	2.0	*	*	2.0	*	32.6	47.2
Transport, communication	6.0	4.4	3.2	*	*	2.7	*	2.8	22.8
Tradesmen etc. (d)	26.7	27.5	20.5	14.4	5.5	22.4	9.4	6.9	134.0
Service , sport, recreation	12.2	9.0	7.1	3.7	*	6.5	2.3	6.0	47.5
Total	81.2	73.2	60.5	44.6	16.8	63.7	29.0	64.2	435.5
Tasmania									
Professional, technical	4.9	3.7	3.2	2.5	*	15	*	1.9	19.4
Administrative, executive	1.6	1.7	*	*	*	*	*	*	7.4
Clerical	2.6	4.9	4.8	3.7	1.9	3.0	*	*	23.4
Sales	3.6	2.2	2.4	*	*	1.7	*	1.7	13.9
Farmers, fishermen etc.	*	*	*	*	*	*	*	12.5	16.1
Transport, communication	*	1.9	1.5	*	*	*	*	1.7	8.2
Tradesmen etc. (d)	10.9	11.9	9.1	6.5	3.0	6.2	2.9	2.3	52.9
Service , sport, recreation	4.7	3.1	2.4	*	*	*	*	*	14.3
Total	30.1	30.0	25.2	16.9	7.9	15.3	6.3	23.6	155.6

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) See footnote (c), Table 1. (c) Includes persons whose duration of journey to work was varied. (d) Includes production-process workers and labourers n.e.i.

\* See technical note page 28, paragraph 5.



TABLE 4. - ALL PERSONS WHO TRAVELLED TO WORK (a) : TIME OF LEAVING HOME AND DURATION OF JOURNEY TO WORK BY INDUSTRY, AUSTRALIA, AUGUST 1974  
(\*000)

	Agriculture	Manufacturing	Construction	Wholesale, retail trade	Transport and storage	Finance, etc.	Community services	Entertainment, recreation etc.	Other industries	Total
Time of leaving home										
Midnight - 5.59 a.m.	*	68.4	12.9	31.0	23.0	8.5	22.0	7.9	23.0	198.9
6.00-6.14 a.m.	*	55.8	25.7	11.3	11.8	4.3	10.3	4.0	12.7	138.6
6.15-6.29 a.m.	*	43.3	14.5	7.5	4.3	*	9.9	*	12.2	97.1
6.30-6.44 a.m.	4.9	130.5	56.3	26.3	20.4	6.7	25.5	9.2	27.7	307.5
6.45-6.59 a.m.	4.8	103.5	42.1	27.2	14.5	4.2	19.8	9.4	28.6	254.0
7.00-7.14 a.m.	10.3	181.7	81.5	76.2	28.1	22.1	26.0	14.7	59.3	499.8
7.15-7.29 a.m.	*	107.1	41.2	45.9	15.8	15.0	21.6	7.2	52.5	310.1
7.30-7.44 a.m.	11.4	153.8	54.6	138.4	22.4	50.8	41.7	18.3	75.6	566.9
7.45-7.59 a.m.	5.3	82.8	20.4	114.8	15.4	33.0	36.5	15.7	54.8	378.6
8.00-8.14 a.m.	6.3	81.4	21.2	155.6	17.1	72.6	75.7	21.8	58.2	509.8
8.15-8.29 a.m.	*	34.0	*	89.0	8.2	40.4	54.7	13.0	36.1	280.5
8.30-8.44 a.m.	*	44.3	7.0	113.3	7.8	52.5	89.5	27.8	27.5	373.2
8.45-8.59 a.m.	*	15.7	*	56.3	*	22.5	33.8	13.7	10.0	157.8
9.00-9.29 a.m.	*	10.7	*	35.5	*	14.1	19.1	18.1	*	109.4
9.30-11.59 a.m.	*	14.2	*	36.9	6.0	8.8	17.0	38.6	5.6	129.1
Noon-3.59 p.m.	*	56.3	*	11.2	12.5	4.1	25.8	14.2	12.3	138.6
4.00-7.59 p.m.	*	15.7	*	6.1	*	4.5	6.6	20.1	4.5	61.5
8.00-11.59 p.m.	*	26.8	*	*	5.0	*	14.1	*	9.5	60.7
Time varied	*	7.6	*	14.6	19.8	4.0	23.2	15.8	7.5	94.9
<b>Total</b>	<b>62.9</b>	<b>1,233.7</b>	<b>392.6</b>	<b>999.6</b>	<b>239.1</b>	<b>371.0</b>	<b>572.8</b>	<b>274.0</b>	<b>521.0</b>	<b>4,666.9</b>
Duration of journey to work (minutes)										
1-4	*	28.0	11.2	46.3	9.1	5.9	29.4	15.2	18.2	164.4
5-9	11.1	156.1	52.2	174.6	33.9	41.4	108.4	57.8	68.1	703.5
10-14	13.5	216.3	59.4	165.0	34.2	40.9	102.6	53.3	73.7	758.8
15-19	10.4	187.7	52.8	148.9	32.1	38.1	95.3	42.0	66.5	673.1
20-24	8.6	163.2	45.9	126.3	30.6	42.1	64.8	25.8	61.7	568.9
25-29	*	61.6	12.9	41.5	10.4	14.2	21.7	8.6	22.6	194.6
30-44	9.7	240.9	86.1	165.0	46.0	85.0	85.8	40.9	97.2	856.5
45-59	*	84.7	27.3	65.6	17.7	44.8	34.4	12.9	48.0	338.1
60-74	*	59.2	26.1	42.5	12.5	34.3	19.3	9.7	40.0	246.4
75-89	*	14.5	4.2	6.9	*	11.2	4.5	*	7.9	54.9
90 and over	*	15.6	7.0	9.3	6.8	9.6	4.1	*	14.1	69.6
<b>Total (b)</b>	<b>62.9</b>	<b>1,233.7</b>	<b>392.6</b>	<b>999.6</b>	<b>239.1</b>	<b>371.0</b>	<b>572.8</b>	<b>274.0</b>	<b>521.0</b>	<b>4,666.9</b>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) Includes 37,600 persons whose duration of journey to work was varied.

\* See technical note page 28, paragraph 5.

TABLE 5. — ALL PERSONS WHO TRAVELLED TO WORK (a) : MODE OF TRAVEL (b), AUGUST 1974 ('000)

<i>Mode</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
Train only	100.7	77.7	19.7	9.4	4.6	*	..	..	212.5
Train as predominant mode	100.8	55.0	11.5	*	2.2	*	..	..	171.9
Train as secondary mode	13.3	5.5	*	*	*	*	..	..	21.7
<i>Total train</i>	<i>214.8</i>	<i>138.2</i>	<i>32.8</i>	<i>12.0</i>	<i>7.9</i>	<i>*</i>	<i>..</i>	<i>..</i>	<i>406.1</i>
Bus only	166.2	57.7	39.7	44.5	37.9	13.7	*	7.1	367.3
Bus as predominant mode	17.4	10.3	3.7	3.1	*	1.3	..	..	37.3
Bus as secondary mode	70.8	25.3	4.9	2.9	*	*	..	*	105.8
<i>Total bus</i>	<i>254.4</i>	<i>93.3</i>	<i>48.3</i>	<i>50.5</i>	<i>40.7</i>	<i>15.4</i>	<i>*</i>	<i>7.2</i>	<i>510.4</i>
Tram/ferry only	4.0	48.5	*	*	*	*	..	..	54.3
Tram/ferry as predominant mode	5.6	9.7	*	*	..	*	..	..	15.8
Tram/ferry as secondary mode	*	18.4	*	*	..	..	..	..	23.7
<i>Total tram/ferry</i>	<i>9.6</i>	<i>76.6</i>	<i>*</i>	<i>*</i>	<i>*</i>	<i>*</i>	<i>..</i>	<i>..</i>	<i>93.8</i>
<b>Total public transport</b>	<b>478.9</b>	<b>308.0</b>	<b>81.1</b>	<b>64.5</b>	<b>48.5</b>	<b>16.1</b>	<b>*</b>	<b>7.2</b>	<b>1,010.2</b>
Car driver only	944.7	721.4	337.8	253.5	232.9	81.9	17.2	51.6	2,640.9
Car driver as predominant mode	10.0	4.7	*	*	*	*	..	..	20.9
Car driver as secondary mode	20.7	15.6	4.7	*	*	*	..	..	45.3
<i>Total car driver</i>	<i>975.4</i>	<i>741.7</i>	<i>344.7</i>	<i>257.5</i>	<i>236.2</i>	<i>82.8</i>	<i>17.2</i>	<i>51.6</i>	<i>2,707.1</i>
Car passenger only	191.3	156.4	87.7	55.6	48.3	17.5	5.7	11.0	573.6
Car passenger as predominant mode	4.4	7.6	*	*	*	*	..	*	18.3
Car passenger as secondary mode	28.6	18.0	6.5	4.3	*	*	..	..	60.5
<i>Total car passenger</i>	<i>224.3</i>	<i>182.0</i>	<i>96.3</i>	<i>62.0</i>	<i>51.8</i>	<i>19.2</i>	<i>5.7</i>	<i>11.0</i>	<i>652.4</i>
Motor cycle only	27.1	9.6	15.5	9.0	7.4	*	*	*	71.7
Motor cycle as predominant mode	..	*	*	..	..	..	..	..	*
Motor cycle as secondary mode	*	*	*	..	..	*	..	..	*
<i>Total motor cycle</i>	<i>27.3</i>	<i>10.0</i>	<i>16.0</i>	<i>9.0</i>	<i>7.4</i>	<i>*</i>	<i>*</i>	<i>*</i>	<i>72.8</i>
Bicycle only	7.6	14.0	10.7	10.2	3.0	*	*	*	46.8
Bicycle as predominant mode	..	..	*	..	*	..	..	..	*
Bicycle as secondary mode	*	*	*	*	*	*	..	..	*
<i>Total bicycle</i>	<i>7.8</i>	<i>14.8</i>	<i>10.9</i>	<i>10.6</i>	<i>3.2</i>	<i>*</i>	<i>*</i>	<i>*</i>	<i>48.7</i>
Walked only	139.4	110.2	53.9	31.8	23.5	12.1	3.0	4.6	378.5
Walked as predominant mode	*	*	*	..	*	*	..	..	*
Walked as secondary mode	*	*	*	..	*	*	..	..	4.1
<i>Total walked</i>	<i>141.4</i>	<i>113.8</i>	<i>55.9</i>	<i>31.8</i>	<i>23.9</i>	<i>12.3</i>	<i>3.0</i>	<i>4.6</i>	<i>386.6</i>
<i>Total other modes</i>	<i>39.0</i>	<i>23.7</i>	<i>19.5</i>	<i>7.6</i>	<i>13.9</i>	<i>4.5</i>	<i>*</i>	<i>*</i>	<i>110.3</i>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) For definition see page 2, paragraph 8.

NOTE: Estimates in this table are not comparable with other tables in this Bulletin because of multiple counting.

\* See technical note page 28, paragraph 5.

TABLE 6. - ALL PERSONS WHO TRAVELLED TO WORK (a) : MAIN MODE OF TRAVEL (b) AND DURATION OF JOURNEY TO WORK, AUSTRALIA, AUGUST 1974

Main mode of travel	Duration of journey to work (minutes)											Total (c)
	1-4	5-9	10-14	15-19	20-24	25-29	30-44	45-59	60-74	75-89	90 and over	
	Number ('000)											
Train	*	*	4.6	7.8	17.3	11.2	88.3	87.3	97.9	30.9	36.9	384.4
Bus	*	9.3	33.4	42.7	53.6	27.6	132.4	57.9	31.4	6.4	7.6	404.6
Tram/ferry	■	■	4.1	5.6	9.0	*	22.5	14.0	9.8	*	*	70.1
Total public transport	*	10.3	42.1	56.1	79.9	42.2	243.2	159.2	139.1	37.9	44.9	859.2
Car driver	84.9	434.4	467.5	438.8	360.1	114.9	476.0	140.6	85.7	13.4	17.6	2,661.8
Car passenger	15.8	108.8	120.6	95.1	69.8	21.8	97.4	33.0	18.3	*	5.2	591.9
Motor cycle	■	16.0	15.8	11.7	10.7	*	7.8	■	*	*	*	72.0
Bicycle	*	11.8	13.3	7.9	6.9	*	*	*	*	*	*	47.0
Walked	57.5	113.6	89.5	54.6	35.1	9.3	19.2	*	*	*	*	382.6
Other	*	8.4	10.1	9.4	6.4	*	9.2	*	*	*	*	52.4
Total	164.4	703.5	758.8	673.7	568.9	194.6	856.5	338.1	246.4	54.9	69.6	4,666.9
	Proportion of total (per cent)											
Train	*	*	0.6	1.2	3.0	5.8	10.3	25.8	39.7	56.3	53.0	8.2
Bus	■	1.3	4.4	6.3	9.4	14.2	15.5	17.1	12.7	11.7	10.9	8.7
Tram/ferry	■	■	0.5	0.8	1.6	*	2.6	4.1	4.0	*	■	1.5
Total public transport	*	1.5	5.5	8.3	14.0	21.7	28.4	47.0	56.4	69.1	64.5	18.4
Car driver	51.6	61.7	61.6	65.1	63.3	59.0	55.6	41.6	34.8	24.1	25.3	57.0
Car passenger	9.6	15.5	15.9	14.1	12.3	11.2	11.4	9.8	7.4	*	7.5	12.7
Motor cycle	■	2.3	2.1	1.7	1.9	*	0.9	*	■	*	*	1.5
Bicycle	*	1.7	1.8	1.2	1.2	■	*	*	*	*	■	1.0
Walked	35.0	16.1	11.8	8.1	6.2	4.8	2.2	*	*	*	*	8.2
Other	■	1.2	1.3	1.4	1.1	*	1.1	*	*	*	*	1.1
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) For definition see page 2, paragraph 8. (c) Includes 37,600 persons whose duration of journey to work was varied.

■ See technical note page 28, paragraph 5.

TABLE 7. — ALL PERSONS WHO TRAVELLED TO WORK (a) : MAIN MODE OF TRAVEL (b) AND DURATION OF JOURNEY TO WORK, AUGUST 1974  
(<sup>'000</sup>)

Main mode of travel	Duration of journey to work (minutes)										Total (c)
	1-4	5-9	10-14	15-19	20-24	25-29	30-44	45-59	60-74	75 and over	
New South Wales											
Train	■	*	*	*	7.7	■	40.1	43.5	53.4	45.7	201.5
Bus	*	4.0	17.2	17.1	23.6	10.6	61.0	27.2	13.6	7.4	183.6
Tram/ferry	*	■	*	*	*	*	■	■	*	■	9.6
Total public transport	*	4.2	19.5	20.9	31.9	14.3	103.4	73.4	69.7	53.7	394.7
Car driver	28.8	135.9	158.4	143.5	123.8	35.8	182.4	60.7	46.9	20.3	954.7
Car passenger	5.8	31.1	39.3	30.5	21.7	5.6	34.4	12.5	9.0	■	195.7
Motor cycle	*	5.8	5.3	■	*	*	■	■	*	*	27.1
Bicycle	■	*	*	*	*	*	■	*	*	*	7.6
Walked	18.8	43.0	33.0	23.9	11.6	*	5.8	*	■	*	140.4
Other	■	■	*	*	*	*	*	*	*	*	18.9
Total	55.6	224.7	262.5	226.0	197.0	61.4	333.3	148.7	126.3	78.3	1,739.1
Victoria											
Train	*	*	*	*	4.6	4.2	33.7	32.6	35.8	17.2	132.7
Bus	*	*	4.4	9.5	8.4	*	21.6	9.8	5.9	*	68.0
Tram/ferry	■	*	4.1	5.0	7.9	*	19.0	11.1	7.0	■	58.2
Total public transport	*	*	10.1	17.4	20.9	15.1	74.3	53.5	48.7	20.2	258.8
Car driver	19.5	111.3	115.3	117.0	101.9	31.8	147.2	47.0	25.0	5.8	726.1
Car passenger	*	30.3	32.9	22.0	21.1	5.9	29.1	11.4	6.6	■	164.0
Motor cycle	*	*	*	*	*	*	■	■	■	■	9.8
Bicycle	*	*	*	■	*	*	*	*	*	*	14.0
Walked	18.2	30.8	24.1	15.7	13.0	*	5.9	*	*	■	112.0
Other	*	*	*	*	*	*	■	*	*	*	10.0
Total	41.2	182.9	189.7	178.1	161.7	53.2	260.9	112.7	81.4	27.2	1,294.8
Queensland											
Train	*	*	*	*	3.4	*	8.7	7.1	4.7	3.9	31.2
Bus	*	*	*	3.8	5.0	3.0	15.1	6.6	4.2	*	43.4
Tram/ferry	*	*	*	*	*	*	*	*	■	*	■
Total public transport	*	*	3.1	4.8	8.5	5.0	24.1	13.7	8.9	5.6	75.2
Car driver	16.0	70.7	59.1	59.4	45.7	13.0	48.7	14.9	7.4	■	340.0
Car passenger	*	19.1	17.3	17.9	10.5	*	11.3	4.3	*	*	89.8
Motor cycle	■	3.1	3.6	*	*	*	■	*	■	*	15.7
Bicycle	■	3.9	■	*	*	*	■	*	*	■	10.8
Walked	9.8	15.4	12.8	6.9	4.2	*	3.5	*	*	*	54.9
Other	*	*	■	*	*	*	*	*	*	■	9.6
Total	30.7	114.7	100.4	94.5	74.7	23.9	91.2	33.2	18.7	10.8	595.9

For footnotes see end of table

TABLE 7. — ALL PERSONS WHO TRAVELLED TO WORK (a) : MAIN MODE OF TRAVEL (b) AND DURATION OF JOURNEY TO WORK, AUGUST 1974 — *continued*  
(<sup>000</sup>)

Main mode of travel	Duration of journey to work (minutes)								Total (c)
	1-4	5-9	10-14	15-19	20-24	25-29	30-44	45 and over	
South Australia									
Train	*	*	*	*	*	*	4.2	5.5	11.8
Bus	*	*	*	5.5	7.2	3.7	16.6	12.0	47.6
Tram/ferry	*	*	*	■	■	■	■	■	■
Total public transport	*	■	*	6.0	8.2	4.6	21.6	17.7	61.0
Car driver	8.5	45.1	51.0	44.7	36.8	15.2	43.0	11.2	255.7
Car passenger	*	10.9	11.6	10.5	6.4	3.5	10.4	3.2	57.7
Motor cycle	■	*	*	*	■	■	■	■	9.0
Bicycle	■	2.5	2.7	*	*	*	■	*	10.2
Walked	4.8	8.9	9.8	2.6	3.6	*	■	■	31.8
Other	*	■	*	*	■	*	*	*	3.7
Total	15.3	71.1	80.2	68.6	57.8	24.3	78.4	33.2	429.3
Western Australia									
Train	*	■	■	■	*	*	*	3.1	6.8
Bus	*	■	4.7	3.4	5.1	2.8	12.4	9.9	39.4
Tram/ferry	*	*	*	*	■	*	*	■	■
Total public transport	*	■	5.0	3.6	6.0	3.5	14.1	13.0	46.3
Car driver	5.7	46.3	49.1	42.4	29.3	10.7	38.0	11.0	234.2
Car passenger	*	11.1	10.8	8.0	6.2	■	8.2	2.4	49.8
Motor cycle	■	■	■	*	*	*	■	■	7.4
Bicycle	*	■	*	■	■	■	■	■	3.1
Walked	3.3	9.1	4.3	3.2	*	■	■	*	23.7
Other	*	*	*	*	*	■	■	*	6.9
Total	10.5	70.5	73.2	60.5	44.6	16.8	63.7	29.0	371.3
Tasmania									
Train	*	*	*	*	*	■	*	*	■
Bus	*	■	■	2.6	3.3	2.1	3.3	2.2	15.0
Tram/ferry	*	■	*	*	■	*	■	*	■
Total public transport	*	*	*	2.6	3.3	2.3	3.4	2.6	15.7
Car driver	2.8	15.8	20.5	16.0	10.6	4.6	8.9	2.8	82.3
Car passenger	*	4.0	4.4	3.9	1.9	■	1.5	■	18.1
Motor cycle	■	■	■	■	*	■	■	■	*
Bicycle	■	*	*	■	■	*	■	*	■
Walked	1.8	4.0	2.8	1.8	*	■	■	■	12.2
Other	*	■	■	■	■	■	*	■	2.0
Total	5.3	24.8	30.0	25.2	16.9	7.9	15.3	6.5	132.0

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) For definition see page 2, paragraph 8. (c) Includes persons whose duration of journey to work was varied.

■ See technical note page 28, paragraph 5.

TABLE 8. — ALL PERSONS WHO TRAVELLED TO WORK (a) : MAIN MODE OF TRAVEL (b) , STATE CAPITAL CITIES AND OTHER AREAS (c), AUGUST 1974

Main mode of travel	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Capital cities (per cent)									
Train	16.3	12.8	9.2	3.5	2.5	*	..	..	11.7
Bus	12.6	6.0	11.4	12.9	12.5	18.6	..	..	10.5
Tram/ferry	0.7	5.6	*	■	*	*	..	..	2.1
Total public transport	29.7	24.4	20.8	16.9	15.1	19.5	..	..	24.3
Car driver	51.7	54.1	55.5	58.7	61.6	58.3	..	..	54.5
Car passenger	10.1	11.6	13.6	13.9	13.7	12.9	..	..	11.7
Motor cycle	1.1	0.5	1.6	1.4	1.9	■	..	..	1.1
Bicycle	*	0.7	■	2.5	0.8	*	..	..	0.7
Walked	6.3	7.9	6.4	5.8	5.3	7.9	..	..	6.7
Other	1.0	0.6	1.5	0.9	1.5	*	..	..	1.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	..	..	100.0
Other areas (per cent)									
Train	1.4	*	■	*	*	*	*	*	0.8
Bus	6.1	2.4	2.2	4.6	5.7	5.3	*	9.3	4.6
Tram/ferry	*	*	*	*	*	*	*	*	*
Total public transport	7.7	3.4	2.5	4.8	5.7	5.4	*	9.3	5.5
Car driver	61.8	63.3	58.9	62.6	66.9	65.8	60.1	68.0	62.5
Car passenger	13.7	16.7	16.8	11.9	12.6	14.4	20.0	14.6	14.9
Motor cycle	2.5	1.6	3.9	4.6	2.1	*	*	*	2.6
Bicycle	1.1	2.3	3.5	*	*	*	*	*	1.7
Walked	12.0	11.4	12.7	13.2	9.1	10.4	10.4	6.0	11.5
Other	1.2	*	1.7	*	2.6	2.1	*	*	1.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Total ('000)									
Train	201.5	132.7	31.2	11.8	6.8	*	*	*	384.4
Bus	183.6	68.0	43.4	47.6	39.4	15.0	*	7.1	404.6
Tram/ferry	9.6	58.2	*	*	*	*	*	*	70.1
Total public transport	394.7	258.8	75.2	61.0	46.3	15.7	*	7.1	859.2
Car driver	954.7	726.1	340.0	255.7	234.2	82.3	17.2	51.6	2,661.8
Car passenger	195.7	164.0	89.8	57.7	49.8	18.1	5.7	11.1	591.9
Motor cycle	27.1	9.8	15.7	9.0	7.4	*	*	*	72.0
Bicycle	7.6	14.0	10.8	10.2	3.1	*	*	*	47.0
Walked	140.4	112.0	54.9	31.8	23.7	12.2	3.0	4.6	382.6
Other	18.9	10.0	9.6	3.9	6.9	2.0	*	*	52.4
Total	1,739.1	1,294.8	595.9	429.3	371.3	132.0	28.6	75.9	4,666.9

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) For definition see page 2, paragraph 8. (c) For definitions see pages 2 and 3, paragraphs 12 and 13.

\* See technical note page 28, paragraph 5.

TABLE 9. - ALL PERSONS WHO TRAVELLED TO WORK (a) : DURATION OF JOURNEY TO WORK, STATE CAPITAL CITIES AND OTHER AREAS (b), AUGUST 1974

<i>Duration of journey to work (minutes)</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
Capital cities (per cent)									
1-4	1.9	2.1	1.4	2.0	2.1	2.7	..	..	1.9
5-9	7.8	9.5	10.8	11.4	11.8	14.1	..	..	9.5
10-14	12.3	12.5	12.0	17.1	16.0	19.4	..	..	13.3
15-19	12.1	13.8	15.5	17.0	17.7	21.0	..	..	14.2
20-24	11.9	13.5	15.7	15.3	14.4	17.5	..	..	13.5
25-29	3.9	4.6	5.4	6.8	6.0	7.3	..	..	4.5
30-44	22.2	23.0	23.0	21.7	21.9	13.0	..	..	22.3
45-59	11.0	10.5	8.6	5.3	6.1	2.7	..	..	9.4
60-74	9.6	7.6	4.5	2.5	2.6	*	..	..	7.0
75-89	2.6	1.2	1.5	*	*	*	..	..	1.6
90 and over	3.1	1.2	1.0	*	*	*	..	..	1.7
<i>Total (c)</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>..</i>	<i>..</i>	<i>3,198.3</i>
Other areas (per cent)									
1-4	6.0	7.2	9.8	9.0	4.7	5.1	10.5	3.7	7.0
5-9	24.0	31.3	29.6	34.8	37.3	22.8	29.9	8.2	27.3
10-14	21.1	22.5	22.7	24.3	29.2	25.5	19.1	22.9	22.7
15-19	14.9	13.4	16.3	12.4	12.7	17.4	16.9	21.0	15.1
20-24	10.1	8.6	8.7	6.9	5.9	8.8	11.0	17.0	9.4
25-29	2.8	2.4	2.3	*	*	4.9	*	8.3	2.8
30-44	12.6	9.4	5.9	6.1	5.1	10.4	7.5	15.0	9.7
45-59	3.2	2.1	1.9	2.9	*	2.9	*	2.2	2.5
60-74	2.2	*	1.5	*	*	*	*	*	1.6
75-89	*	*	*	*	*	*	*	*	0.4
90 and over	1.4	*	*	*	*	*	*	*	1.0
<i>Total (c)</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>
Total ('000)									
1-4	55.6	41.2	30.7	15.3	10.5	5.3	3.0	2.8	164.4
5-9	224.7	182.9	114.7	71.1	70.5	24.8	8.5	6.3	703.5
10-14	262.5	189.7	100.4	80.2	73.2	30.0	5.5	17.4	758.8
15-19	226.0	178.1	94.5	68.6	60.5	25.2	4.8	16.0	673.7
20-24	197.0	161.7	74.7	57.8	44.6	16.9	3.1	12.9	568.9
25-29	61.4	53.2	23.9	24.3	16.8	7.9	*	6.3	194.6
30-44	333.3	260.9	91.2	78.4	63.7	15.3	2.2	11.4	856.5
45-59	148.7	112.7	33.2	20.5	17.4	3.7	*	1.7	338.1
60-74	126.3	81.4	18.7	9.7	8.1	1.7	*	*	246.4
75-89	33.9	12.6	5.6	*	*	*	*	*	54.9
90 and over	44.4	15.1	5.2	*	2.6	*	*	*	69.6
<i>Total (c)</i>	<i>1,739.1</i>	<i>1,294.8</i>	<i>595.9</i>	<i>429.3</i>	<i>371.3</i>	<i>132.0</i>	<i>28.6</i>	<i>75.9</i>	<i>4,666.9</i>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) For definition see pages 2 and 3, paragraph 12 and 13. (c) Includes persons whose duration of journey to work was varied.

■ See technical note page 28, paragraph 5.



TABLE 10. — ALL PERSONS WHO TRAVELLED TO WORK (a) : TIME OF LEAVING HOME, STATE CAPITAL CITIES AND OTHER AREAS (b), AUGUST 1974

<i>Time of leaving home</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
Capital cities (per cent)									
Midnight–5.59 a.m.	6.5	3.1	6.1	2.8	2.4	1.8	..	..	4.6
6.00–6.14 a.m.	4.8	2.0	3.1	1.5	2.1	*	..	..	3.1
6.15–6.29 a.m.	2.5	1.7	2.8	1.7	1.5	1.7	..	..	2.1
6.30–6.44 a.m.	8.7	5.7	8.1	5.2	6.4	2.7	..	..	7.0
6.45–6.59 a.m.	6.0	4.9	6.6	5.4	4.4	1.9	..	..	5.4
7.00–7.14 a.m.	11.5	11.4	14.4	12.3	10.2	6.5	..	..	11.7
7.15–7.29 a.m.	5.8	7.9	6.8	6.8	6.8	6.7	..	..	6.8
7.30–7.44 a.m.	11.5	14.5	14.8	10.5	14.6	11.3	..	..	13.0
7.45–7.59 a.m.	6.6	7.7	7.3	8.0	9.5	9.3	..	..	7.5
8.00–8.14 a.m.	10.8	11.6	10.0	12.8	13.6	14.4	..	..	11.5
8.15–8.29 a.m.	4.3	5.9	3.9	7.4	6.4	11.7	..	..	5.4
8.30–8.44 a.m.	6.8	8.3	4.6	8.6	7.6	13.4	..	..	7.4
8.45–8.59 a.m.	2.5	3.4	1.1	3.5	2.6	3.4	..	..	2.8
9.00–9.29 a.m.	2.1	2.7	1.4	2.4	2.1	*	..	..	2.2
9.30–11.59 a.m.	2.5	2.7	2.5	2.5	2.7	3.9	..	..	2.6
Noon–3.59 p.m.	2.5	2.8	2.5	3.5	2.7	3.6	..	..	2.7
4.00–7.59 p.m.	1.1	1.4	1.2	2.1	1.2	*	..	..	1.3
8.00–11.59 p.m.	1.0	0.9	1.3	1.4	0.8	*	..	..	1.0
Time varied	2.3	1.5	1.6	1.7	2.3	2.8	..	..	1.9
<i>Total</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>..</i>	<i>..</i>	<i>100.0</i>
Other areas (per cent)									
Midnight–5.59 a.m.	4.3	2.3	5.5	*	2.7	2.1	*	*	3.6
6.00–6.14 a.m.	4.1	*	3.0	*	2.5	*	*	*	2.7
6.15–6.29 a.m.	3.0	1.8	1.7	*	2.6	*	*	*	2.1
6.30–6.44 a.m.	8.3	3.9	5.8	*	4.7	2.9	*	*	5.7
6.45–6.59 a.m.	6.3	4.0	6.1	4.6	7.1	3.2	10.8	*	5.5
7.00–7.14 a.m.	8.4	9.6	7.6	12.3	10.2	6.2	10.0	5.5	8.6
7.15–7.29 a.m.	5.2	8.3	5.4	10.1	7.4	6.2	10.5	3.2	6.3
7.30–7.44 a.m.	8.3	11.4	12.2	9.7	10.9	16.4	20.2	6.3	10.4
7.45–7.59 a.m.	6.7	10.5	10.9	8.4	13.0	13.4	13.6	12.1	9.5
8.00–8.14 a.m.	8.6	7.1	10.8	9.5	9.3	10.2	8.5	24.2	9.7
8.15–8.29 a.m.	6.7	7.9	7.1	8.2	4.8	9.2	*	11.8	7.3
8.30–8.44 a.m.	8.7	9.8	8.5	10.9	8.7	10.0	*	12.6	9.2
8.45–8.59 a.m.	4.5	6.7	2.6	7.5	3.4	4.3	*	5.3	4.7
9.00–9.29 a.m.	2.5	3.9	2.1	3.2	*	2.2	*	4.8	2.8
9.30–11.59 a.m.	3.7	3.3	2.8	*	*	3.1	*	4.0	3.1
Noon–3.59 p.m.	4.5	3.3	2.4	4.1	2.4	4.6	*	2.1	3.5
4.00–7.59 p.m.	1.5	*	1.2	*	*	1.6	*	*	1.3
8.00–11.59 p.m.	2.4	■	2.0	*	3.1	*	*	*	1.9
Time varied	2.4	2.9	2.2	*	2.3	2.2	*	*	2.3
<i>Total</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>
Total ('000)									
Midnight–5.59 a.m.	101.4	38.5	34.7	10.8	9.2	2.6	*	*	198.9
6.00–6.14 a.m.	79.8	24.2	18.3	5.8	8.2	*	■	*	138.6
6.15–6.29 a.m.	46.0	22.3	13.7	6.3	6.7	*	*	*	97.1
6.30–6.44 a.m.	149.3	68.6	41.9	19.7	22.0	3.7	*	*	307.5
6.45–6.59 a.m.	105.5	61.2	37.9	22.3	19.2	3.4	3.1	*	254.0
7.00–7.14 a.m.	183.2	142.9	67.6	52.9	37.7	8.4	2.9	4.2	499.8
7.15–7.29 a.m.	98.0	103.1	36.8	32.4	25.9	8.5	3.0	2.4	310.1
7.30–7.44 a.m.	182.8	178.9	81.2	44.5	50.4	18.6	5.8	4.8	566.9
7.45–7.59 a.m.	115.6	107.9	53.2	34.7	38.8	15.2	3.9	9.2	378.6
8.00–8.14 a.m.	176.0	137.5	61.6	51.8	46.0	16.0	2.4	18.4	509.8
8.15–8.29 a.m.	88.2	82.1	31.9	32.4	22.2	13.6	■	9.0	280.5
8.30–8.44 a.m.	129.2	111.5	37.8	39.1	29.4	15.3	*	9.6	373.2
8.45–8.59 a.m.	54.1	53.6	10.6	18.8	10.6	5.2	*	4.0	157.8
9.00–9.29 a.m.	38.3	35.6	10.4	11.1	7.2	2.5	*	3.6	109.4
9.30–11.59 a.m.	49.9	37.0	15.7	9.4	9.1	4.5	*	3.0	129.0
Noon–3.59 p.m.	53.9	37.4	14.6	15.5	9.8	5.5	■	1.6	138.6
4.00–7.59 p.m.	21.6	17.0	7.2	8.6	4.9	1.9	*	*	61.5
8.00–11.59 p.m.	25.4	11.6	9.7	6.3	5.4	1.7	*	*	60.7
Time varied	40.8	23.7	11.0	6.9	8.4	3.2	*	*	94.9
<i>Total</i>	<i>1,739.1</i>	<i>1,294.8</i>	<i>595.9</i>	<i>429.3</i>	<i>371.3</i>	<i>132.0</i>	<i>28.6</i>	<i>75.9</i>	<i>4,666.9</i>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) For definition see pages 2 and 3, paragraphs 12 and 13.

■ See technical note page 28, paragraph 5.

TABLE 11. — ALL PERSONS WHO TRAVELLED TO WORK (a) : TIME OF LEAVING HOME AND DURATION OF JOURNEY TO WORK, AUSTRALIA, AUGUST 1974  
(<sup>'000</sup>)

Time of leaving home	Duration of journey to work (minutes)											Total (b)
	1-4	5-9	10-14	15-19	20-24	25-29	30-44	45-59	60-74	75-89	Over 90	
Midnight-5.59 a.m.	5.9	25.9	31.6	26.7	22.2	7.0	30.8	11.2	15.4	7.6	14.1	198.9
6.00-6.14 a.m.	■	9.0	14.8	13.4	15.5	6.1	30.8	17.8	18.5	■	5.7	138.6
6.15-6.29 a.m.	■	8.6	11.1	10.4	9.8	*	24.1	12.7	10.6	■	■	97.1
6.30-6.44 a.m.	4.0	22.4	39.6	43.6	43.3	13.9	75.4	27.3	23.2	4.7	8.7	307.5
6.45-6.59 a.m.	8.5	40.4	42.6	35.7	24.5	10.4	50.0	20.9	12.3	*	4.1	254.0
7.00-7.14 a.m.	7.7	39.3	60.0	72.0	80.0	25.3	109.3	42.8	37.7	8.0	13.4	499.8
7.15-7.29 a.m.	9.7	53.1	60.9	42.6	22.6	12.3	50.6	27.9	18.2	6.9	4.3	310.1
7.30-7.44 a.m.	12.7	62.1	77.3	77.0	83.3	24.6	116.5	56.0	40.8	8.6	5.7	566.9
7.45-7.59 a.m.	16.8	84.4	69.4	50.5	24.6	11.7	63.9	33.7	17.7	*	*	378.6
8.00-8.14 a.m.	20.4	54.5	65.0	68.7	82.2	28.2	115.5	42.3	25.8	*	■	509.8
8.15-8.29 a.m.	11.2	55.8	58.2	48.8	31.4	15.1	45.6	11.4	*	*	*	280.5
8.30-8.44 a.m.	18.6	71.9	72.0	71.6	59.3	12.6	51.2	6.9	4.0	*	■	373.2
8.45-8.59 a.m.	14.6	59.5	43.1	21.6	7.0	*	5.9	■	*	■	■	157.8
9.00-9.29 a.m.	8.4	25.4	22.9	14.1	9.1	*	17.6	4.5	■	*	■	109.4
9.30-11.59 a.m.	7.5	30.0	25.2	21.3	13.7	*	16.4	4.7	4.2	*	*	129.0
Noon-3.59 p.m.	5.9	21.7	25.6	21.7	18.3	6.5	19.7	9.0	6.4	*	■	138.6
4.00-7.59 p.m.	■	12.9	11.2	9.7	5.5	*	11.0	■	■	■	■	61.5
8.00-11.59 p.m.	■	10.1	12.2	11.8	7.1	*	10.6	■	■	■	*	60.7
Time varied	■	16.3	16.1	12.4	9.5	4.5	11.5	■	■	■	*	94.9
<b>Total</b>	<b>164.4</b>	<b>703.5</b>	<b>758.8</b>	<b>673.7</b>	<b>568.9</b>	<b>194.6</b>	<b>856.5</b>	<b>338.1</b>	<b>246.4</b>	<b>54.9</b>	<b>69.6</b>	<b>4,666.9</b>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) Includes 37,600 persons whose duration of journey to work was varied.

■ See technical note page 28, paragraph 5.

TABLE 12. - ALL PERSONS WHO TRAVELLED TO WORK (a) : WEEKLY FARES PAID (b), BY MAIN MODE OF TRAVEL (c), AUSTRALIA, AUGUST 1974

Weekly fares paid \$	Main mode of travel									
	Train	Bus	Tram/ferry	Total public transport	Car driver	Car passenger	Motor cycle	Bicycle	Walked	Other
Number ('000)										
Nil	13.7	28.5	*	42.4	2,598.8	479.2	70.0	45.7	363.3	26.0
0.01-0.99	16.5	20.1	*	38.4	23.8	40.8	■	*	10.6	*
1.00-1.99	45.1	76.1	6.9	128.1	17.8	38.0	*	*	4.6	■
2.00-2.99	62.8	84.6	19.0	166.4	8.9	15.5	■	*	■	*
3.00-3.99	115.1	122.0	25.0	262.1	5.5	7.8	*	*	■	*
4.00-4.99	54.3	34.2	5.8	94.3	*	*	*	■	*	*
5.00-5.99	38.3	19.8	5.4	63.5	*	*	■	*	*	*
6.00-6.99	22.3	10.1	*	36.1	*	*	■	*	*	■
7.00-7.99	8.1	4.3	*	13.4	*	*	■	■	*	■
8.00 and over	8.0	5.0	*	14.3	*	*	*	*	*	9.5
Total	384.4	404.6	70.1	859.2	2,661.8	591.9	72.0	47.0	382.6	52.4
Proportion of total (per cent)										
Nil	3.6	7.0	*	4.9	97.6	81.0	97.2	97.2	95.0	49.6
0.01-0.99	4.3	5.0	*	4.5	0.9	6.9	*	*	2.8	*
1.00-1.99	11.7	18.8	9.8	14.9	0.7	6.4	*	*	1.2	*
2.00-2.99	16.3	20.9	27.1	19.4	0.3	2.6	*	*	*	■
3.00-3.99	29.9	30.2	35.7	30.5	0.2	1.3	*	*	*	*
4.00-4.99	14.1	8.5	8.3	11.0	*	*	*	*	*	■
5.00-5.99	10.0	4.9	7.7	7.4	*	*	*	*	*	*
6.00-6.99	5.8	2.5	*	4.2	*	*	*	*	*	■
7.00-7.99	2.1	1.1	*	1.6	*	*	*	*	*	*
8.00 and over	2.1	1.2	*	1.7	*	*	*	*	■	18.2
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) Does not necessarily relate to the main mode of travel. For definition see page 2, paragraph 10. (c) For definition see page 2, paragraph 8.

■ See technical note page 28, paragraph 5.

TABLE 13. — ALL PERSONS WHO TRAVELLED TO WORK (a) : WEEKLY FARES PAID (b) BY MAIN MODE OF TRAVEL (c), AUGUST 1974  
(<sup>'000</sup>)

<i>Weekly fares paid \$</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
By train									
Nil	10.0	*	*	*	*	■	..	..	13.7
0.01–0.99	4.0	8.1	3.3	■	■	*	..	..	16.5
1.00–1.99	16.2	12.6	13.2	2.5	*	*	..	..	45.1
2.00–2.99	21.4	27.9	8.4	3.7	*	■	..	..	62.8
3.00–3.99	53.5	51.7	*	3.5	3.7	*	..	..	115.1
4.00–4.99	38.5	13.5	*	*	*	*	..	..	54.3
5.00–5.99	27.9	8.8	■	*	*	*	..	..	38.3
6.00–6.99	18.5	*	*	■	*	*	..	..	22.3
7.00 and over	11.4	4.1	*	*	*	*	..	..	16.1
<i>Total</i>	<i>201.4</i>	<i>132.7</i>	<i>31.2</i>	<i>11.8</i>	<i>6.8</i>	<i>*</i>	<i>..</i>	<i>..</i>	<i>384.4</i>
By bus									
Nil	13.8	■	■	■	6.2	1.5	*	■	28.5
0.01–0.99	7.0	*	*	3.8	2.6	*	*	■	20.1
1.00–1.99	38.3	10.9	7.5	7.8	4.6	3.6	*	3.1	76.1
2.00–2.99	37.2	16.7	8.0	11.4	5.0	4.7	*	■	84.6
3.00–3.99	46.9	22.0	11.2	19.1	19.9	2.3	■	■	122.0
4.00–4.99	18.5	4.1	8.5	*	*	*	*	■	34.2
5.00–5.99	10.1	5.8	■	*	■	*	*	■	19.8
6.00–6.99	6.2	*	■	■	*	■	■	*	10.1
7.00 and over	5.5	*	*	■	■	*	■	■	9.3
<i>Total</i>	<i>183.6</i>	<i>68.0</i>	<i>43.4</i>	<i>47.6</i>	<i>39.4</i>	<i>15.0</i>	<i>*</i>	<i>7.1</i>	<i>404.6</i>
By all modes									
Nil	1,276.1	985.3	493.6	349.6	315.7	112.7	27.5	64.9	3,625.4
0.01–0.99	39.3	31.5	14.2	11.6	10.6	4.5	■	4.1	115.9
1.00–1.99	77.9	44.9	29.4	18.7	9.8	5.1	■	4.3	190.3
2.00–2.99	72.6	68.1	21.1	18.4	7.3	5.3	■	1.7	194.7
3.00–3.99	111.6	99.8	16.5	24.1	24.9	2.4	*	*	280.0
4.00–4.99	63.3	24.5	10.9	3.0	*	*	■	*	104.1
5.00–5.99	45.2	19.4	4.7	*	■	■	■	■	72.1
6.00–6.99	26.8	10.3	■	*	■	*	*	■	41.0
7.00–7.99	10.2	4.8	■	*	■	*	■	*	16.9
8.00 and over	16.2	6.2	*	*	*	*	*	■	26.4
<i>Total</i>	<i>1,739.1</i>	<i>1,294.5</i>	<i>595.9</i>	<i>429.3</i>	<i>371.3</i>	<i>132.0</i>	<i>28.6</i>	<i>75.9</i>	<i>4,666.9</i>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) Does not necessarily relate to the main mode of travel. For definition ■■ page 2, paragraph 10.  
(c) For definition see page 2, paragraph 8.

■ See technical note page 28, paragraph 5.

TABLE 14. — ALL PERSONS WHO TRAVELLED TO WORK (a) : WEEKLY PARKING FEES (b) BY MAIN MODE OF TRAVEL (c), AUSTRALIA, AUGUST 1974  
(’000)

Main mode of travel	Weekly parking fees (\$)									Total
	Nil	0.01–0.99	1.00–1.99	2.00–2.99	3.00–3.99	4.00–4.99	5.00–5.99	6.00–6.99	7.00 and over	
Car driver	2,530.7	27.3	32.1	23.9	18.5	9.6	8.3	4.2	7.3	2,661.8
Other modes	1,990.4	6.6	*	*	*	*	■	*	*	2,005.0
Total	4,521.1	34.0	36.0	26.0	18.5	10.1	9.0	4.4	7.8	4,666.9

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) Does not necessarily relate to the main mode of travel. For definition see page 2, paragraph 11. (c) For definition see page 2, paragraph 8.

■ See technical note page 28, paragraph 5.

TABLE 15. - MARRIED WOMEN WHO TRAVELLED TO WORK (a) : TIME OF LEAVING HOME AND DURATION OF JOURNEY TO WORK, AUSTRALIA, AUGUST 1974  
(<sup>000</sup>)

Time of leaving home	Duration of journey to work (minutes)								Total (b)
	1-9	10-14	15-19	20-24	25-29	30-44	45-59	60 and over	
Midnight-5.59 a.m.	6.2	5.7	*	*	*	*	*	*	26.0
6.00-6.14 a.m.	*	*	*	*	*	*	*	*	17.0
6.15-6.29 a.m.	*	*	*	*	*	*	*	*	16.3
6.30-6.44 a.m.	5.4	7.0	7.0	4.9	*	8.0	*	4.3	39.6
6.45-6.59 a.m.	10.8	6.2	4.8	*	*	6.0	*	*	38.1
7.00-7.14 a.m.	6.3	7.1	8.3	10.6	*	14.5	6.7	9.8	64.9
7.15-7.29 a.m.	8.7	7.4	4.7	4.7	*	8.2	6.4	4.6	46.3
7.30-7.44 a.m.	12.5	11.2	15.7	13.8	*	19.8	8.3	8.6	93.9
7.45-7.59 a.m.	17.4	11.6	11.9	■	*	12.7	5.6	4.9	70.7
8.00-8.14 a.m.	13.0	16.3	15.6	19.0	6.0	26.4	11.6	6.2	114.1
8.15-8.29 a.m.	16.3	17.9	11.9	8.4	4.7	11.9	*	*	74.4
8.30-8.44 a.m.	27.0	22.9	25.1	17.9	*	14.0	*	■	114.1
8.45-8.59 a.m.	31.5	15.1	9.1	*	*	*	*	■	63.5
9.00-9.29 a.m.	16.7	12.1	5.3	*	*	7.7	*	*	49.1
9.30-11.59 a.m.	21.1	16.4	10.5	7.9	*	7.1	*	■	68.7
Noon-3.59 p.m.	11.6	8.8	6.2	*	*	4.3	*	*	41.2
4.00-7.59 p.m.	10.3	6.6	4.3	*	*	4.6	*	*	29.8
8.00-11.59 p.m.	*	*	*	*	*	*	*	*	11.3
Time varied	7.4	5.7	4.1	■	*	■	*	*	26.5
Total	231.6	185.0	153.3	114.7	35.2	161.0	63.0	56.7	1,005.6

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) Includes 5,000 married women whose duration of journey to work was varied.

■ See technical note page 28, paragraph 5.

TABLE 16. – MARRIED WOMEN WHO TRAVELLED TO WORK (a) : MAIN MODE OF TRAVEL (b) AND DURATION OF JOURNEY TO WORK, AUSTRALIA, AUGUST 1974

Main mode of travel	Duration of journey to work (minutes)											Total (c)
	1-4	5-9	10-14	15-19	20-24	25-29	30-44	45-59	60-74	75-89	90 and over	
Number ('000)												
Train	*	■	*	*	*	■	18.8	22.0	17.2	4.6	6.4	78.8
Bus	*	4.0	9.7	15.8	15.1	8.1	39.5	18.1	9.0	*	■	122.7
Tram/ferry	*	*	*	*	*	*	5.2	*	*	*	*	16.5
Total public transport	*	4.0	13.2	19.6	21.7	11.3	63.5	42.5	27.1	5.9	8.2	218.0
Car driver	18.6	92.3	91.1	74.4	52.6	13.3	57.8	10.2	6.1	*	*	419.7
Car passenger	7.8	50.0	50.6	40.2	27.8	7.5	33.9	10.0	5.5	*	■	236.3
Motor cycle	*	*	■	*	*	*	*	*	*	*	■	*
Bicycle	*	*	■	*	*	*	*	*	*	*	*	5.6
Walked	16.4	35.7	24.4	16.2	9.5	*	*	*	*	*	■	110.3
Other	*	*	■	*	*	*	*	*	*	*	*	13.2
Total	43.9	187.9	185.0	153.3	114.7	35.2	161.0	63.0	39.0	7.4	10.3	1,005.6
Proportion of total (per cent)												
Train	*	*	*	■	*	*	11.7	34.9	44.1	62.2	62.1	7.8
Bus	*	2.1	5.2	10.3	13.2	23.0	24.5	28.7	23.1	*	*	12.2
Tram/ferry	*	*	■	*	*	*	3.2	*	*	*	*	1.6
Total public transport	■	2.1	7.1	12.8	18.9	32.1	39.4	67.4	69.5	79.8	79.5	21.6
Car driver	42.4	49.1	49.2	48.5	45.9	37.8	35.9	16.2	15.6	*	*	41.7
Car passenger	17.8	26.6	27.4	26.2	24.2	21.3	21.1	15.9	14.1	■	*	23.5
Motor cycle	*	*	*	*	*	*	*	■	*	■	■	*
Bicycle	*	*	*	*	*	*	*	■	*	*	*	0.6
Walked	37.4	19.0	13.2	10.6	8.3	*	*	*	*	*	■	11.0
Other	*	*	*	*	*	*	*	*	*	*	■	1.3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 5. (b) For definition see page 2, paragraph 8. (c) Includes 5,000 married women whose duration of journey to work was varied.

■ See technical note page 28, paragraph 5.



TABLE 17 – FULL TIME STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY, ETC. (a) : TIME OF LEAVING HOME AND DURATION OF JOURNEY TO SCHOOL, UNIVERSITY ETC., AUSTRALIA, AUGUST 1974  
(<sup>'000</sup>)

Time of leaving home	Duration of journey to school, university etc. (minutes)											Total (b)
	1–4	5–9	10–14	15–19	20–24	25–29	30–44	45–59	60–74	75–89	Over 90	
7.00–7.29 a.m.	*	*	*	*	*	*	5.4	7.5	9.3	4.5	5.7	41.3
7.30–7.59 a.m.	6.5	20.1	24.7	30.0	28.3	10.9	70.3	45.2	36.9	17.3	4.6	294.8
8.00–8.29 a.m.	32.6	158.7	198.7	183.1	131.4	32.4	158.1	53.7	14.7	*	■	964.6
8.30–8.59 a.m.	117.7	478.5	389.3	207.1	102.7	17.3	51.2	4.6	*	■	■	1,371.3
9.00–6.59 a.m.	30.7	89.8	52.3	12.2	9.2	*	9.9	*	*	*	■	215.7
Time varied	*	*	*	*	*	*	*	*	*	*	■	17.4
Total	188.2	749.0	669.9	436.4	276.9	65.0	298.2	114.7	65.4	24.3	14.0	2,905.2

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 6. (b) Includes full-time students whose duration of journey to school, university etc. was varied.

■ See technical note page 28, paragraph 5.

TABLE 18. – FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY, ETC. (a) : MAIN MODE OF TRAVEL (b) AND DURATION OF JOURNEY TO SCHOOL, UNIVERSITY, ETC. AUSTRALIA, AUGUST 1974

Main mode of travel	Duration of journey to school, university etc., (minutes)										90 and over	Total (c)
	1-4	5-9	10-14	15-19	20-24	25-29	30-44	45-59	60-74	75-89		
Number ('000)												
Train	■	*	■	4.0	5.6	4.8	24.5	15.4	13.8	4.6	■	78.6
Bus	*	33.4	109.6	127.6	116.5	35.3	184.7	80.8	44.6	16.1	8.1	759.0
Tram/ferry	■	■	4.2	*	*	*	6.5	*	*	*	■	24.6
Total public transport	■	33.8	116.1	134.9	126.0	41.6	215.7	99.2	59.2	21.6	11.6	862.2
Car driver	*	5.6	9.0	7.5	11.1	*	14.3	6.0	*	*	■	59.2
Car passenger	73.1	256.9	113.9	44.3	25.1	5.5	19.2	4.6	*	■	*	547.7
Motor cycle	■	*	*	*	■	*	■	■	*	*	*	6.5
Bicycle	13.5	84.3	82.1	40.0	15.4	*	6.4	*	*	■	■	245.5
Walked	100.2	365.9	345.4	206.6	98.1	11.2	39.6	*	*	*	*	1,172.3
Other	*	*	*	*	*	*	*	*	*	*	*	11.9
Total	188.2	749.0	669.9	436.4	276.9	65.0	298.2	114.7	65.4	24.3	14.0	2,905.2
Proportion of total (per cent)												
Train	■	*	*	0.9	2.0	7.4	8.2	13.4	21.1	18.9	*	2.7
Bus	■	4.5	16.4	29.2	42.1	54.3	61.9	70.4	68.2	66.3	57.9	26.1
Tram/ferry	*	*	0.6	*	*	*	2.2	*	■	*	*	0.8
Total public transport	*	4.5	17.3	30.9	45.5	64.0	72.3	86.4	90.5	88.9	82.9	29.6
Car driver	■	0.7	1.3	1.7	4.0	*	4.8	5.2	■	■	*	2.0
Car passenger	38.8	34.3	17.0	10.2	9.1	8.5	6.4	4.0	*	*	■	18.9
Motor cycle	*	■	*	*	*	*	*	*	*	*	*	0.2
Bicycle	7.2	11.3	12.3	9.2	5.6	*	2.1	*	*	■	■	8.5
Walked	53.2	48.9	51.6	47.3	35.4	17.2	13.3	■	*	*	■	40.4
Other	■	■	*	*	■	*	*	*	*	■	■	0.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 6. (b) For definition see page 2, paragraph 8. (c) Includes full-time students whose duration of journey to school, university, etc. was varied.

■ See technical note page 28, paragraph 5.

TABLE 19. - FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY, ETC. (a) : MAIN MODE OF TRAVEL (b) , STATE CAPITAL CITIES AND OTHER AREAS (c),  
AUGUST 1974

<i>Main mode of travel</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
Capital cities (per cent)									
Train	5.7	4.8	4.7	*	*	*	..	..	4.2
Bus	31.0	11.7	23.1	16.6	23.7	33.1	..	..	21.5
Tram/ferry	*	3.9	*	*	*	*	..	..	1.4
<i>Total public transport</i>	<i>36.9</i>	<i>20.4</i>	<i>27.8</i>	<i>18.1</i>	<i>24.5</i>	<i>34.0</i>	..	..	<i>27.1</i>
Car driver	2.4	2.9	1.9	2.6	4.5	■	..	..	2.7
Car passenger	14.2	20.2	25.6	20.8	24.4	27.0	..	..	19.4
Motor cycle	*	*	*	*	*	■	..	..	0.2
Bicycle	2.0	6.2	8.0	17.7	10.0	*	..	..	6.6
Walked	44.1	49.7	35.9	39.9	35.9	35.1	..	..	43.6
Other	*	*	*	*	*	*	..	..	0.4
<i>Total</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	..	..	<i>100.0</i>
Other areas (per cent)									
Train	■	*	*	*	*	*	*	*	0.5
Bus	39.0	31.2	25.6	34.5	30.9	40.3	14.8	23.3	33.1
Tram/ferry	*	■	*	*	*	*	*	*	*
<i>Total public transport</i>	<i>39.6</i>	<i>32.3</i>	<i>25.9</i>	<i>34.5</i>	<i>31.1</i>	<i>40.3</i>	<i>14.8</i>	<i>23.3</i>	<i>33.6</i>
Car driver	1.2	*	*	*	*	*	*	3.5	1.0
Car passenger	15.9	20.5	21.3	15.0	21.6	15.9	17.0	12.3	18.0
Motor cycle	*	■	*	*	*	*	*	*	*
Bicycle	5.3	14.7	22.8	13.2	8.8	2.7	14.4	4.4	11.3
Walked	37.4	31.1	29.0	36.8	38.2	37.8	51.8	55.1	35.5
Other	*	*	*	*	*	2.8	*	*	0.4
<i>Total</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>
Total ('000)									
Train	35.6	29.5	9.4	■	*	*	*	*	78.6
Bus	347.2	144.2	98.6	58.2	61.9	34.9	3.2	10.8	759.0
Tram/ferry	*	22.9	*	*	*	*	*	*	24.6
<i>Total public transport</i>	<i>383.9</i>	<i>196.6</i>	<i>108.0</i>	<i>61.0</i>	<i>63.3</i>	<i>35.2</i>	<i>3.2</i>	<i>10.8</i>	<i>862.2</i>
Car driver	18.8	19.2	4.8	5.6	7.7	*	*	1.6	59.2
Car passenger	150.7	166.3	93.9	52.2	56.2	19.0	3.7	5.7	547.7
Motor cycle	■	*	*	*	*	*	*	*	6.5
Bicycle	34.4	72.1	64.3	44.8	23.1	1.7	3.1	2.0	245.5
Walked	415.4	362.2	130.0	106.2	87.5	34.4	11.2	25.4	1,172.3
Other	*	*	*	*	*	1.8	*	*	11.9
<i>Total</i>	<i>1,008.7</i>	<i>820.8</i>	<i>403.7</i>	<i>272.0</i>	<i>238.8</i>	<i>93.5</i>	<i>21.6</i>	<i>46.1</i>	<i>2,905.2</i>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 6. (b) For definition see page 2, paragraph 8. (c) For definition see pages 2 and 3, paragraphs 12 and 13.

\* See technical note page 28, paragraph 5.

TABLE 20. — FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY, ETC. (a) : DURATION OF JOURNEY TO SCHOOL, UNIVERSITY ETC. , STATE CAPITAL CITIES AND OTHER AREAS (b), AUGUST 1974

<i>Duration of journey to school, university etc. (minutes)</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
Capital cities (per cent)									
1-4	5.7	7.7	5.9	5.6	10.0	5.8	..	..	6.8
5-9	21.1	27.5	25.2	29.8	27.7	24.1	..	..	25.4
10-14	25.6	20.1	22.0	25.5	20.9	26.3	..	..	23.0
15-19	16.7	17.0	14.1	14.7	13.3	14.1	..	..	15.9
20-24	11.1	9.2	10.9	10.5	10.2	9.0	..	..	10.2
25-29	2.5	2.3	2.5	2.6	2.5	4.4	..	..	2.5
30-44	10.6	9.3	12.9	6.7	9.4	11.6	..	..	9.9
45-59	3.0	3.9	3.8	2.5	3.7	2.6	..	..	3.4
60-74	2.3	2.0	1.7	1.7	1.4	2.2	..	..	2.0
75-89	0.8	*	*	*	*	*	..	..	0.5
90 and over	*	*	*	*	*	*	..	..	0.4
<i>Total (c)</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>..</i>	<i>..</i>	<i>100.0</i>
Other areas (per cent)									
1-4	5.1	5.4	8.4	4.5	5.8	5.5	7.8	8.4	6.0
5-9	23.8	26.9	29.7	25.7	30.0	21.8	45.1	24.3	26.4
10-14	25.1	21.2	21.3	22.6	26.1	22.3	22.3	22.9	23.2
15-19	12.7	14.4	16.0	15.3	9.0	13.6	8.6	14.4	13.7
20-24	9.4	7.3	7.0	7.3	6.2	13.0	12.0	10.9	8.5
25-29	2.0	1.7	1.7	*	2.6	2.9	*	*	1.9
30-44	11.7	9.9	8.9	11.8	12.6	13.6	*	13.1	10.8
45-59	5.8	5.3	3.1	8.1	2.7	3.7	*	*	4.8
60-74	1.9	4.8	2.8	*	2.9	*	*	*	2.7
75-89	1.6	2.0	*	*	*	*	*	*	1.4
90 and over	*	*	*	*	*	*	*	*	0.5
<i>Total (c)</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>
Total ('000)									
1-4	54.8	57.8	29.3	14.5	20.9	5.3	1.7	3.9	188.2
5-9	224.8	224.6	111.5	78.1	67.9	21.3	9.7	11.2	749.0
10-14	256.0	167.9	87.3	67.3	53.7	22.4	4.8	10.6	669.9
15-19	151.5	133.3	61.2	40.4	28.6	12.9	1.8	6.6	436.4
20-24	104.4	70.9	35.6	26.2	21.5	10.6	2.6	5.0	276.9
25-29	22.7	17.1	8.3	6.0	6.1	3.2	*	*	65.0
30-44	111.7	77.7	43.5	21.9	24.8	12.0	*	6.0	298.2
45-59	42.2	35.5	13.9	11.0	8.1	3.1	*	*	114.7
60-74	21.4	23.4	9.2	5.0	4.4	1.7	*	*	65.4
75-89	11.2	7.7	*	*	*	*	*	*	24.3
90 and over	5.7	4.7	*	*	*	*	*	*	14.0
<i>Total (c)</i>	<i>1,008.7</i>	<i>820.8</i>	<i>403.7</i>	<i>272.0</i>	<i>238.8</i>	<i>93.5</i>	<i>21.6</i>	<i>46.1</i>	<i>2,905.2</i>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 6. (b) For definition see pages 2 and 3, paragraphs 12 and 13. (c) Includes full-time students whose duration of journey to school, university, etc. was varied.

\* See technical note page 28, paragraph 5.

TABLE 21. - FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY, ETC. (a): MAIN MODE OF TRAVEL (b) DURATION OF JOURNEY TO SCHOOL, UNIVERSITY ETC. AGE - AUSTRALIA, AUGUST 1974

	Age (years)						Total
	5-9	10-12	13-14	15-17	18-19	20 and over	
Main mode of travel	Number ('000)						
Train	*	8.7	21.4	27.2	13.3	7.2	78.6
Bus	199.5	185.7	197.9	150.2	14.3	11.5	759.0
Tram/ferry	*	4.0	7.3	8.4	*	*	24.6
Total public transport	200.9	198.4	226.6	185.8	29.8	20.8	862.2
Car driver	*	*	*	5.0	17.7	36.5	59.2
Car passenger	313.7	117.6	54.2	43.4	10.5	8.3	547.7
Motor cycle	*	*	*	*	*	4.1	6.5
Bicycle	51.3	84.8	68.4	37.7	*	*	245.5
Walked	572.3	339.5	138.1	106.0	8.0	8.2	1,172.3
Other	5.1	*	*	*	*	*	11.9
Total	1,143.3	743.1	489.3	380.3	69.5	79.8	2,905.2
Proportion of total (per cent)							
Train	*	1.2	4.4	7.2	19.1	9.0	2.7
Bus	17.4	25.0	40.4	39.5	20.6	14.4	26.1
Tram/ferry	*	0.5	1.5	2.2	*	*	0.8
Total public transport	17.6	26.7	46.3	48.9	42.9	26.0	29.6
Car driver	*	*	*	1.3	25.5	45.7	2.0
Car passenger	27.4	15.8	11.1	11.4	15.1	10.4	18.9
Motor cycle	*	*	*	*	*	5.1	0.2
Bicycle	4.5	11.4	14.0	9.9	*	*	8.5
Walked	50.1	45.7	28.2	27.9	11.5	10.3	40.4
Other	0.4	*	*	*	*	*	0.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Number ('000)							
Duration of journey to school, university etc., (minutes)							
1-4	113.6	50.5	13.3	8.6	*	*	188.2
5-9	395.3	215.3	75.3	52.9	4.6	5.7	749.0
10-14	286.3	191.2	100.8	73.2	8.2	10.2	670.0
15-19	161.2	111.9	85.7	60.4	7.6	9.4	436.4
20-24	74.7	61.3	64.8	50.7	10.9	14.5	276.9
25-29	16.6	12.3	15.3	15.4	*	*	65.0
30-44	61.6	60.3	78.5	65.5	14.2	18.0	298.2
45-59	19.4	22.7	31.6	26.9	6.7	7.4	114.7
60-74	8.6	10.2	15.5	17.5	7.4	6.3	65.4
75-89	*	4.5	5.1	6.0	*	*	24.3
Over 90	*	*	*	*	*	*	14.0
Total (c)	1,143.3	743.1	489.3	380.3	69.5	79.8	2,905.2
Proportion of total (per cent)							
1-4	9.9	6.8	2.7	2.3	*	*	6.5
5-9	34.6	29.0	15.4	13.9	6.6	7.1	25.8
10-14	25.0	25.7	20.6	19.2	11.8	12.8	23.1
15-19	14.1	15.1	17.5	15.9	10.9	11.8	15.0
20-24	6.5	8.2	13.2	13.3	15.7	18.2	9.5
25-29	1.5	1.7	3.1	4.0	*	*	2.2
30-44	5.4	8.1	16.0	17.2	20.4	22.6	10.3
45-59	1.7	3.1	6.5	7.1	9.6	9.3	3.9
60-74	0.8	1.4	3.2	4.6	10.6	7.9	2.3
75-89	*	0.6	1.0	1.6	*	*	0.8
Over 90	*	*	*	*	*	*	0.5
Total (c)	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 6. (b) For definition see page 2, paragraph 8. (c) Includes students whose duration of journey to school, university, etc. is varied.

\* See technical note page 28, paragraph 5.

TABLE 22. — FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY, ETC. (a) :  
TIME OF LEAVING HOME, STATE CAPITAL CITIES AND OTHER AREAS (b), AUGUST 1974

<i>Time of leaving home</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
Capital cities (per cent)									
7.00–7.29 a.m.	1.4	1.4	2.8	*	2.8	*	..	..	1.6
7.30–7.59 a.m.	10.5	7.8	23.0	4.8	10.4	10.1	..	..	10.3
8.00–8.29 a.m.	30.6	30.5	50.7	32.0	41.9	41.5	..	..	34.2
8.30–8.59 a.m.	42.9	57.1	21.3	59.6	41.7	41.7	..	..	47.1
9.00–6.59 a.m.	13.7	2.3	1.6	2.2	2.0	5.1	..	..	6.0
Time varied	0.8	0.8	*	*	1.2	*	..	..	0.8
<i>Total</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>..</i>	<i>..</i>	<i>100.0</i>
Other areas (per cent)									
7.00–7.29 a.m.	1.1	*	*	*	3.5	*	*	*	*
7.30–7.59 a.m.	8.2	10.9	13.2	8.3	9.4	7.8	29.8	*	9.9
8.00–8.29 a.m.	27.3	23.0	48.7	32.9	44.8	34.4	39.0	10.6	31.7
8.30–8.59 a.m.	47.1	59.6	35.9	57.0	41.1	48.4	19.4	46.8	47.4
9.00–6.59 a.m.	16.4	5.0	*	*	*	8.4	6.6	37.9	9.6
Time varied	*	*	*	*	*	*	*	*	0.3
<i>Total</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>
Total ('000)									
7.00–7.29 a.m.	12.9	10.8	7.1	*	7.2	*	*	*	41.3
7.30–7.59 a.m.	96.2	71.9	71.7	15.6	24.0	8.2	6.4	*	294.8
8.00–8.29 a.m.	294.3	232.0	200.4	87.7	102.3	34.8	8.4	4.9	964.6
8.30–8.59 a.m.	451.0	475.0	177.6	160.2	99.1	42.8	4.2	21.6	1,371.3
9.00–6.59 a.m.	149.7	25.5	5.8	5.5	3.7	6.6	1.4	17.5	215.7
Time varied	4.7	5.6	*	*	2.6	*	*	*	17.4
<i>Total</i>	<i>1,008.7</i>	<i>820.8</i>	<i>403.7</i>	<i>272.0</i>	<i>238.8</i>	<i>93.5</i>	<i>21.6</i>	<i>46.1</i>	<i>2,905.2</i>

(a) For scope of survey see page 2, paragraph 3. For definition see page 2, paragraph 6. (b) For definition see pages 2 and 3, paragraphs 12 and 13.

\* See technical note page 28, paragraph 5.

## TECHNICAL NOTE

## Estimation procedure

The estimates are derived from the quarterly population survey by use of a complex ratio estimation procedure, which ensures that the survey estimates conform to an independently estimated distribution of the population by age and sex, rather than to the age and sex distribution within the sample itself.

## Reliability of the estimates

2. Since the estimates in this statement are based on a sample, they may differ from the figures that would have been obtained from a complete census using the same questionnaires and procedures. One measure of the likely difference is given by the *standard error*, which indicates the extent to which an estimate might have varied by chance because only a sample, and not the whole population, was enumerated. There are about two chances in three that a sample estimate will differ by less than one standard error from the figure that would have been obtained from a comparable complete enumeration, and about nineteen chances in twenty that the difference will be less than two standard errors.

3. Space does not allow for the separate indication of the standard errors of all estimates in this statement. A table of *standard errors* for general application to estimates from the revised sample is given below. These figures will not give a precise measure of standard error of a particular estimate since they are averages based on calculations for a limited number of past surveys over a wide range of labour force characteristics. However, they will provide an indication of the magnitude of the standard error of any particular estimate for any particular survey. An example of the use of the table is as follows: if an estimate obtained for Australia from the sample is 100,000 and the standard error is 3,000 there

are about two chances in three that the true figure is within the range 97,000 to 103,000 and about nineteen chances in twenty that this figure is between 94,000 and 106,000.

4. The reliability of an estimated percentage, computed by using sample data for both numerator and denominator, depends upon both the size of the numerator and the size of the denominator. However, the per cent standard error of the estimated percentage will generally be lower than the per cent standard error of the estimate of the numerator. The per cent standard errors of the numerators can be obtained from the table below.

5. As the standard errors in the table below show, *the smaller the estimate the higher is the relative standard error*. Very small estimates are thus subject to such high standard errors (relative to the size of the estimate) as to detract seriously from their value for most reasonable uses. In the tables in this statement estimates less than the levels given in the table below have not been shown. Although figures for these small components can in some cases be derived by subtraction, they should not be regarded as reliable.

6. The imprecision due to sampling variability, which is measured by the standard error, should not be confused with inaccuracies that may occur because of imperfections in reporting by interviewers and respondents. Inaccuracies of this kind are referred to as the *non-sampling error*, and they may occur in any enumeration, whether it be a full count or only a sample. Every effort is made to reduce the non-sampling error to a minimum by careful design of questionnaires, intensive training and supervision of interviewers and efficient operating procedures.

STANDARD ERRORS OF ESTIMATES

Size of estimate (persons)	N.S.W. No.	Vic. No.	Qld No.	S.A. No.	W.A. No.	Tas. No.	N.T. No.	A.C.T. No.	Australia	
									No.	per cent of estimate
1,500						250	300	300		
2,000					400	250	350	350		
2,500				500	450	250	400	400		
3,000			600	500	450	300	400	450		
4,000	900	900	700	500	500	300	450	550	800	20.0
5,000	1,000	1,000	750	550	550	350	500	600	900	18.0
10,000	1,300	1,300	900	600	700	400	650	900	1,200	12.0
20,000	1,600	1,600	1,200	800	1,000	400	900	1,300	1,600	8.0
50,000	2,500	2,500	1,500	1,000	1,500	500	1,300	2,000	2,300	4.6
100,000	3,000	3,000	2,000	1,100	2,000	600		3,000	3,000	3.0
200,000	4,000	4,000	2,000	1,200	2,000				4,000	2.0
500,000	5,000	5,000	3,500	1,500	3,000				6,000	1.2
1,000,000	8,000	8,000							8,000	0.8
2,000,000									10,000	0.5

— Estimates below the levels indicated have not been published — see paragraph 5 above.

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Canberra, A.C.T. 2600

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NOTE. Inquiries concerning these statistics may be made in Canberra by telephoning Mr V.A. Juskevics on 52 6068 or, in each State capital by telephoning the office of the Australian Bureau of Statistics.